

WILL DASH TO SEA  
SAYS RAIDER CAPTAIN

Kronprinz Wilhelm Loads Coal and Supplies at Newport News—Will Land Prisoners.

(Continued from First Page.)  
Bremen, but his orders were changed by wireless. The matter will be investigated.  
Members of the Kronprinz crew are eagerly awaiting developments to see whether they will be allowed ashore.  
Many expect that the Wilhelm will be reported in even worse condition than her sister raider, the Prinz Eitel, now interned. It granted time Commander Thierfeldt, of the Kronprinz, undoubtedly will follow the example of the Eitel's commander and make ready for Thursday evening or Friday morning.  
If the Wilhelm's commander can delay an announcement for thirty days he is expected to do so. He can thus keep the Anglo-French squadron hanging around the capes, instead of watching other coast points for German shipping.

**Fleet On Way South.**  
Exactly the same procedure will be followed in her case as that in the case of the Prinz Eitel. A certain time will be given her for repairs before she is compelled to announce whether she will intern or again set forth for more spectacular and make ready for Thursday evening or Friday morning.

The Wilhelm, it is reported, had wireless information Saturday that the hostile warships had steamed southward, and that the main coast was almost clear. It was on that information that she made her dash for the capes. The wireless of the Eitel had been dismantled at the Norfolk navy yard on Friday afternoon, so that if the message came to her from her sister raider it must have been Thursday evening or Friday morning.  
The failure of the British fleet off the Virginia coast to detect the Wilhelm before she stole through the Capes will result in the removal of the present admiral in command, officers on the German cruises, and the Eitel, which interned here last week, declare, Captain Thierfeldt, commanding the latter vessel, will meet Captain Thierfeldt, of the Wilhelm in Newport News again today. They met yesterday on the deck of the Wilhelm and embraced. They are to have dinner together today, and the steward of the Eitel, Friedrich and the Kronprinz Wilhelm will prepare the meal.

**Plates Are Sprung.**  
The condition of the Wilhelm is not good. She needs more repairs than the Eitel Friedrich did, so far as the ship itself is concerned, but her machinery is in good condition. Her hull is covered with a thick growth of barnacles, and her port side from her rail aft to the pilothouse to the main entrance to the first-class saloon, needs repairs. Her decks are torn up inside the cabins, where coal was poured through to her bunkers. Several of her plates below the water line are reported sprung, and she is said to have taken in considerable water. She shows a list of 12 degrees to port.

Her remarkable escape from British warships off this coast is regarded as a more daring feat than the escape of the Eitel Friedrich, a slower vessel.  
The Wilhelm, after eluding the British fleet off the coast, came back to the Virginia Capes. She was about 200 miles off the capes at 7 o'clock Saturday night. She did not begin her race for the capes until after midnight. Her aptly her crowded boilers and heavy growth in her hull, maintained a speed of 23.5 knots for nine hours.

Captain Thierfeldt, of the Eitel Friedrich, is believed to have known the whereabouts of the Kronprinz Wilhelm days before she here. He is believed to have pretended he intended making a dash for the sea, so as to keep the British warships off the capes and permit the Wilhelm to put in at Newport.  
Commenting today on America's action in detaining the Eitel, Secretary of the Navy, Mr. Daniels, said: "The worst thing the United States did, in holding up the Odenwald for the British."  
He would not answer a direct question as to whether the Odenwald had been loaded with supplies for the Kronprinz Wilhelm.

**Internment of Raider Expected by Federal Officials in Capital**

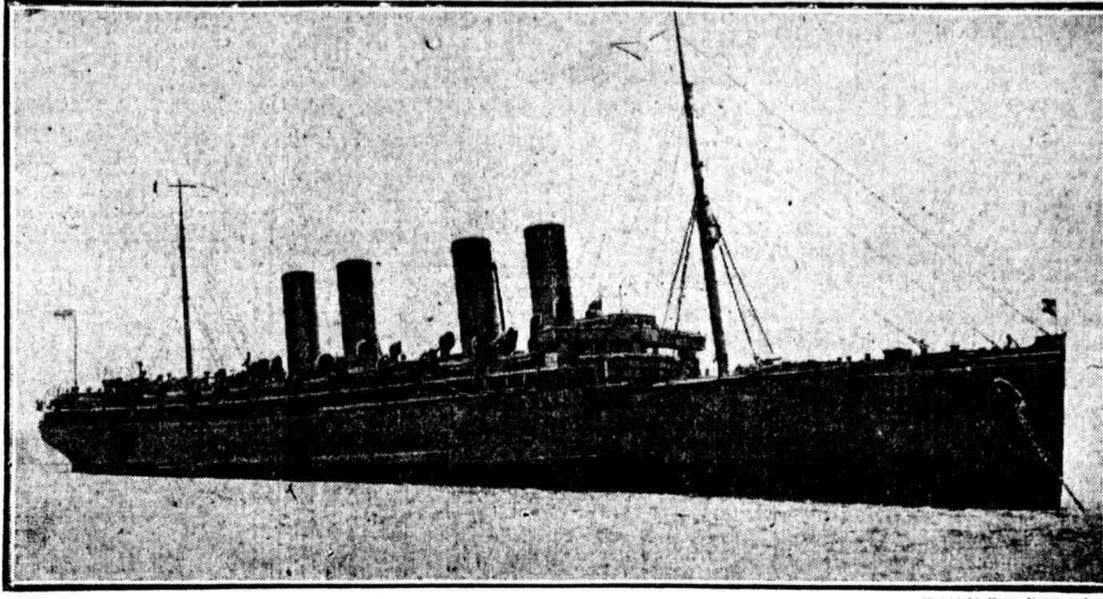
Internment of the Kronprinz Wilhelm, following her brilliant career as a sea raider and her clever entrance into Hampton Roads, despite the watching English and French cruisers, is expected by officials here of the American navy. They believe that when the Kronprinz Wilhelm made for the American harbor it was with the intention of following in the way of the Prinz Eitel Friedrich.

Furthermore, officials are now convinced that it was with no indefinite object that the German liner Odenwald tried to dash out of the harbor of San Juan, Porto Rico, recently and had to be halted with guns of Morro Castle before her commander saw American neutrality would be enforced. It is believed that the Kronprinz Wilhelm was somewhere in the West Indian or Caribbean waters, waiting for the coal and provisions the Odenwald sought to carry to her.  
This was strongly suspected at the time, since it was deemed incredible that the commander of the Odenwald would defy the orders of the American authorities unless there was serious need for him to do so.

**Would Have Had Food.**  
Had the Odenwald got out, the Kronprinz Wilhelm would have got coal and provisions, and would doubtless have continued at sea for an indefinite period. The fact that in her 25 days at sea she destroyed fourteen enemy merchant ships is sufficient testimony on the fact that the German government would strain a point in order to try to keep her on the ocean.  
Whether Captain Thierfeldt, of the Prinz Eitel Friedrich, cherished some hope that he also might slip out to sea and all the Kronprinz Wilhelm is a matter of opinion. It is considered doubtful, since his ship was in no shape to make good speed, though it is not incredible that after the Odenwald failed to get away the German may have considered the plan of having the Eitel try to relieve the Kronprinz Wilhelm with coal and provisions.

**Hoped For Much.**  
It is perfectly clear that the Germans hoped for a good deal from the attempted escape of the Odenwald. The

LAST OF GERMANY'S FLEET OF RAIDERS



Kronprinz Wilhelm As She Appeared Off Newport News, Just After Shipping Past French and British Cruisers Into the Harbor.

best evidence of this is the anger displayed by the German embassy here in the recent undiplomatic and ill-vised statement given out by the German government had of siding the Kronprinz Wilhelm, that the last vestige of hope was removed when it was found to be intended for the Eitel to do otherwise than intern, and that then the Kronprinz Wilhelm concluded to slip into Hampton Roads, if possible, and seek the protection of neutral waters.

On the face of things, it looks as if the halting of the Odenwald removed the most substantial hope the German government had of siding the Kronprinz Wilhelm, that the last vestige of hope was removed when it was found to be intended for the Eitel to do otherwise than intern, and that then the Kronprinz Wilhelm concluded to slip into Hampton Roads, if possible, and seek the protection of neutral waters.

The movements of the German vessels have, to all appearances, been directed by the German admiralty, though more or less indirect means. The details of communication are not clearly known.

**Admiration For Raiders.**

Admiration is felt in naval circles here for the work of the German sea raiders and the officers who have commanded them. When Captain Thierfeldt slipped into Hampton Roads, after roving the waters for seven months and eluding capture, this feeling found free vent.

That the Kronprinz Wilhelm should have done the daring deed of going into the same harbor as the Eitel, at a time when British cruisers were supposedly on the alert, compels still more admiration. It looks as if the commander of the raider banked on the idea that the British would not be looking for him to repeat the Eitel's performance of entering Hampton Roads, and that his understanding of the psychology of the situation was correct.

Arrival of the Kronprinz Wilhelm at Newport News just at this time was distinctly embarrassing to the Navy Department. It means that during the entire time that the British blockading line is held off the Virginia capes, which may be thirty days at the present rate, the Eitel is followed, it will be in the way of the Atlantic fleet now in the loafs, getting ready for spring target practice in Tangier Sound.

The fleet steering in and out must watch out for the British and French blockade runners. The possibility of an American warship being mistaken for the German raider, and possibly greeted with a broadside, will always be present.

The Navy Department, however, is better prepared than ever to enforce neutrality in the Eitel situation. The German raider Kronprinz Wilhelm, detached the reserve battleship, Alabama from the Philippine fleet, and the modern American navy on the ground where it can be used for any emergency.

**Expect Ship To Intern.**

Officials here declare they have no doubt that the Kronprinz Wilhelm put into Newport News to intern. But in accordance with precedent, Commander Thierfeldt will not do so until he has exhausted every excuse to remain. So long as he is not interned he forces the British-French blockading squadron to remain on watch off the Virginia capes.

So far as is now known here there is no longer a single German commerce destroyer on the high seas. If she is not to allow the allied commerce free passage once it gets beyond the zone of submarine action, another raider squadron must be put to sea. And officials here say that it must come from German waters, as the German vessels now in American ports are unarmed.

**No Danger of Beriberi Spreading From Raider**

Beriberi is neither contagious nor infectious, and there is no danger of a spread of the disease through landing of all of the stricken men aboard the German sea raider Kronprinz Wilhelm, according to Assistant Surgeon General Rucker, of the Public Health Service.

Marine hospitals at Hampton will be thrown open to receive all victims of the disease if they are landed, he said. There are sixty-six persons aboard the Wilhelm suffering from the disease. The disease is caused entirely by lack of general diet, and plenty of good food with rest and quiet usually brings a cure. The mortality is not high.

The disease is well known in the Orient where it comes from a continuous rice diet, and the lack of nitrogenous elements of food. The disease is known in Mexico and occurs sometimes in Newfoundland. Seafaring men the world over are familiar with it.

There are two forms—wet and dry. The wet form is marked by dropsy in the legs and arms, and the dry causes them to wither. Both forms are marked by extreme pain. The fingers can not be moved apart and there is restriction of free action of joints in the foot.

Beriberi was brought aboard the German sea raider Kronprinz Wilhelm, and all on board were compelled to subsist on rice.

**Members of Torpedoed Steamer Reach Brixham**

LONDON, April 12.—Ten members of the crew of the Glasgow steamer President, attacked by the German submarine U-4 off Eddystone Rocks, in the Channel Saturday, arrived at Brixham today, told by a dispatch.

They reported that the U-4 chased the President for nearly an hour. The commander of the submarine gave the crew 20 minutes in which to gather their belongings, and then ordered bombs touched off in the vessel's hold. The President was still afloat when the crew rowed away.

The French steamer Frederiek Franck, torpedoed off Start Point yesterday, was towed to Plymouth, was only slightly damaged, it was announced today.

METHODIST WOMEN  
OUTLINE PROGRESS

Rev. J. S. Bowers Re-elected President of Superannuated Fund Society.

Brief addresses by prominent woman missionary workers marked today's session of the Maryland annual conference of the Methodist Episcopal Church at the Rhode Island M. E. Church.

A reception of the representatives of the work being carried on by the women in the jurisdiction of the conference was held a short time after the Rev. J. S. Bowers, the presiding officer, had called the conference to order.

Mrs. Henry Hupfield, of Baltimore, president of the Woman's Foreign Missionary Society of Maryland, Mrs. William C. Perkins, president of the Woman's Home Missionary Society of Maryland, Mrs. W. E. Kinley, of Buckeystown, Md., also an officer of the latter organization, and Miss Elma Lewis, of this city, and Miss Lillian De Moss, of Baltimore, both deaconesses, were among those who made pleas for support on the work in which they are respectively interested.

The Rev. J. S. Bowers, president of the conference was re-elected as president of the Superannuated Fund Society. The other officers elected were: The Rev. J. L. Miller, of Baltimore, first vice president; the Rev. F. T. Benson of Crisfield, Md., second vice president; the Rev. C. M. Compher, of Baltimore, third vice president; the Rev. A. W. Mathier, of Laurel, Del., corresponding secretary; the Rev. J. L. Nichols, of Baltimore, recording secretary; and T. A. Murray, an attorney of Baltimore, treasurer.

The members of the board of managers of the society were unanimously re-elected. The members of the board are the Rev. J. W. Kirk, the Rev. G. W. Haddaway, the Rev. J. M. Sheridan, and the Rev. W. B. Judaford, and Daniel Baker, T. A. Murray, Dr. E. H. Fenby, J. B. Mills, all of Baltimore.

Following a short address by the Rev. N. T. McGuinness, clerk of the circuit

court at Baltimore, who was introduced as an "unstationed minister of the Methodist Protestant Church, who is always willing to put forth every effort in behalf of the denomination," the conference adjourned until 8 o'clock.

Most of the afternoon was taken up with a business session and the reading of committee reports.

A song service by the conference choir will open the evening session at 7:30 o'clock. The conference will close tomorrow evening.

Several ministers said they would rather have the conference meet elsewhere on that account, because with Mr. Sunday as an attraction proper consideration might not be given to conference business.

The choice of a meeting place was debated by a dozen or more speakers, most of them preferring to meet where Mr. Sunday would not be on hand.

Frederick church also invited the conference, but the Rev. Dr. W. R. Wedderburn's invitation to go to Washington was accepted by a large majority, and then made unanimous.

**Takes Dare to Leap Off Bridge and Breaks Back**

ALLENTOWN, Pa., April 12.—Death may be the result of a feat by Ralph Devlin, structural iron worker, twenty-six. He dared companions as they were crossing the Tikhman street bridge to jump into the water in the Jordan. They didn't accept and hurled the dare back at him, whereupon he vaulted over the railing and dived into the stream forty feet below. The water is shallow and he is at the hospital dying with a broken back.

U. S. PHOTOGRAPHERS  
FORM ASSOCIATION

New Society Aims to Promote Scientific Research Work Throughout Country.

A society for the advancement of scientific photography and the promotion of research work by Government photographers and officers interested in the science, is being organized in Washington by the official photographers of the various Government bureaus here.

The first steps were taken last Saturday night at a meeting in Knights of Pythias Hall.

Dr. Thomas Smith, the noted photographer of the Smithsonian, was elected temporary chairman, and a committee was appointed to frame the constitution and by-laws.

The new society is believed to be the only one of its kind in the world. There are numerous photographic societies but none such as this, which is to be national in scope, and to which only persons of achievement in research and other scientific work pertaining to photography will be eligible as members.

The following Government photographers attended the organization meeting as charter members:

Dr. Smith, H. T. Cowling, J. S. Hare, A. J. Olmstead, A. A. Hurark, J. S. Carter, G. E. S. Williams, S. S. Ludington, L. O. Benson, N. H. Kent, C. C. Jones, E. S. Shipp, Edward Block, A. S. Blum, A. S. Littlejohn, F. B. Kaye, W. H. Schaffner, C. J. Bolger, N. H. Bailey, Raymond Thresher, Eugene Tucker, and E. L. Crandall.

**Roumania Guards Against Shipments of Munitions**

RICHMOND, April 12.—The Roumanian authorities announced today that they will prohibit further shipment through Roumania of huge boxes and bags in charge of Austro-German diplomatic agents. These mysterious packages are said to contain munitions of war and gun parts, destined for the Turkish forts on the Bardsanles.

Comparative Food Values

1 pound of rib roast beef [bar] [bar]  
1 pound of Grape-Nuts food [bar] [bar]

Comparative Cost per Pound

1 pound of rib roast beef [bar] [bar]  
1 pound of Grape-Nuts food [bar] [bar]

It would be difficult to find a food that affords the same abundance of true nourishment, at so low a cost, as does the famous wheat and malted barley food—

Grape-Nuts

At three-fifths the cost, a package of Grape-Nuts supplies nearly one-third more nourishment than a pound of rib roast beef. And besides, in buying a roast you pay for about 20% refuse, and there's a shrinkage in cooking.

Grape-Nuts food comes ready cooked and every particle in the FRESH-SEALED package is good to eat. Its rich nutriment includes the 'vital' salts that are necessary for brain, bone and sturdy muscle. Grape-Nuts is delicious—easily digested—economical.

Thinking people everywhere are more and more adopting Grape-Nuts—

"There's a Reason"

Sold by Grocers everywhere.

THE GREATER PALAIS ROYAL  
A. LISNER Hours, 9:00 to 6:00 G STREET

Garment Week  
In the Basement Store

The Palais Royal has waited—and watched—beginning the season with small assortments. Now come gigantic purchases—of the wanted Suits and Dresses of today—at prices very much the least of the season. Quantities great enough and values good enough to create a month's business in a week—this week.



New Suits 200 of Them \$12.75 Values up to—?  
New Suits 100 of Them \$8.98 Values up to—?

This "Economy Basement" breaks all rules and smashes all precedents in value giving for this "Garment Week." Think of over a half-hundred different styles of \$20.00 Suits—at only \$12.75 for choice. Think of \$8.98 for Suits that will be judged good values at \$15.00!

**This is Very Important**  
Not one Suit an early season failure, not one a Suit that is not the style of today. In this respect the Palais Royal is, we think, the exception to the rule. Logically so—because the rule is to purchase largely at first. This establishment changed its rule this Spring because of rapid changes in fashion last season. The result is that not only are the stocks here free of passe styles, but, owing to last week's purchases, now overflowing with the Suits of today, at prices much less than prevailing.  
Basement Store—4 Seconds by 4 Elevators.

Waists at \$1.00 and \$1.69

At \$1.00 are White Wash Silk Waists, striped Seco Silk Waists, and Lingerie Waists, all vastly better than usual at the price. At \$1.69 are Silk Waists worth to \$4.50—of silk crepe de chine, taffeta, messaline, etc.; 300 to choose from.

Hosiery and Underwear

- Basement Floor—4 Seconds by 4 Elevators
- Black Silk Boot Hose, seconds of best 50c hose, full fashioned, high spliced reinforced heels, white soles, and toes, 25c
  - Fibre Silk White Hose, double garter tops, reinforced toes, high spliced heels, regular and extra sizes, 25c value, 19c
  - Three-quarter Fibre Silk Boot Hose, generally sold at 25c, white feet to slight imperfections, 25c Black only, 12 1/2c
  - Mercerized Hose, medium and light weight, double garter tops, spliced heel, toe and sole, Black only, 19c value, 12 1/2c
  - Cotton Hose, black and tan, are slightly imperfect, the white are perfect, regular sizes, 8c 12 1/2c value
  - Children's Novelty-ten Sox, from carefully selected yarns, white, with colored striped tops, All sizes; 10c value, 10c
  - Children's Mercerized Sox, with silk tops, in colored stripes, All sizes, Two pairs for 25c, Pair, 15c
  - Fine Silk-like Swiss Ribbed Vests, silk tape at neck, 25c Regular sizes; 50c value, 15c
  - Swiss Ribbed Gauze Vests, square neck; seconds of best 25c vests, Regular sizes, 15c
  - Swiss Ribbed Vests, with crocheted edge instead of tape at neck; 10c value; regular sizes, 5c
  - Swiss Ribbed Vests, square neck, with tape at neck and arms, Extra sizes, 15c value, 10c
  - Fine Knit Rib Drawers, Essex Mills, lace trimmed knees, Regular sizes; 25c value, 19c
  - Union Suits, fine gauge yarn, low necks and lace trimmed knees, Sizes 5, 6, and 7, 25c

The Times Regularly Prints More Food Advertising Than Any Other Washington Newspaper